laid at right angle to the direction of such walls having first been sawn to an uniform length as above; the interior of the stacks must be packed as closely as possible, the pieces being regularly laid with their lengths all in one direction, which leave no vacant space.

The stacks to be built of such dimensions that the cubical measurement of each is a multiple of 68 cft.

17' × 8' × 5'=680 cft.=10 tons.

17' × 16' × 5'=1,360 cft.=20 tons.

34' × 20' × 5'=3,400 cft.=50 tons.

Sixty-eight (68) cft. of closely hacked wood will be accepted as equivalent to one ton.

The Executive Engineer or his representatives will inspect the wood as it is being stacked and shall have power to reject any pieces that are hollow, rotten, crooked or otherwise unsuitable for fuel for engines; he will also satisfy himself that the pieces are in accordance with the dimensions specified above and that the stacks are built as required. He shall also have power to reject any stacks which do not in all respects comply with the terms of this specification.

In case of jungle fuel, the kinds, such as jallee, mugalle, gorve, etc., should be enumerated. Only hard wood will be accepted and soft wood rejected.

The wood must be at the risk of the contractor until it is stacked, approved, measured and accepted by the Executive Engineer or his representatives.

When stacks are taken over, the contractor or his representative must be present during the measurement and must sign the record of the measurement made by the Executive Engineer or his representative in token of his agreement to the correctness thereof.

The quantity required is 5,000 tons, of which 1,600 tons should be delivered before the 31st December 1903 and the remainder at the rate of about 400 tons per month from 1st January 1904.

Payments will be made monthly for all wood taken over by the Executive Engineer in charge, a reserve of 5 per cent being, however, withheld on all bills as a guarantee for the fulfilment of the contract.

Should the contractor fail to deliver the wood as above stated, he will be liable to a fine of Rs. 2 per ton for each ton his delivery may be short of the abovementioned quantity, or to cancelment of his contract, or both, with loss of security deposit and of full amount of reserve withheld as guarantee fund.

V. RANGASAMY IYENGAR,
Executive Engineer.

CENTRAL JAIL.

Dated 15th May 1903.

The undersigned invites the attention of the public to the long and detailed notice published at page 605, Part II of the *Mysore Gazette*, dated 21st May 1903, regarding the supply by contract of mutton and fuel required for the use of the prisoners confined in the Bangalore Central Jail, from 1st July 1903 to 30th June 1904, both days inclusive.

G. HUME WRIGHT, *Supt.*

MYSORE JAIL.

Dated 11th May 1903.

The undersigned invites the attention of the public to the long and detailed notice published at page 606, Part II of the *Mysore Gazette*, dated 21st May 1903, regarding the supply by contract of different articles of rations required for the consumption of the prisoners confined in the Mysore Jail, for one year from 1st July 1903 to 30th June 1904.

P. S. ATCHYUTA RAO, *Supt.*

GOVERNMENT CENTRAL BOOK DEPOT.

Notification, dated Bangalore, 11th May 1903.

The following books are available for sale at the Government Central Book Depôt, Bangalore:—

		Rs.	a.	p.
1.	Kannada Reader, No I	0	3	0
2.	Do Copy Book, No. V.	0	1	0
3.	Sanskrit Text for 1904	0	2	0
4.	Amendments to Mysore Land Revenue Rules in Kannada	0	4	0

S. ABDUL HAI, *Curator.*